



1st Quarter 2007

April 23, 2007

Welcome to The Word

By Major Alex Kay, CAWG Dir of Safety

Welcome to the "WORD," the California Wing Safety Newsletter. We would like to introduce you to the members of the California Wing Safety Section. Maj. Alex Kay is the Director of Safety. Assisting him is Maj. James Crawford, Deputy Director-North, 2Lt Peter Marto, Deputy Director-South and the Section Safety Officers are LtCol. Philip Laisure and Maile Bloxsom (who is rejoining CAWG).

The "Word" will be issued once a quarter and is part of the Wings overall Safety Program. This falls into line with the emphases Col. Muniz has put on the Safety Program. With that said Safety is every member's responsibility and there no I in Safety.

If you would like to submit an article to help get the "Word" out please submit it to us at se@cawg.cap.gov. Should you have a question about a Safety issue you are encouraged to speak to your Unit SE remember the question not asked is the one that is not answered.

Be SAFE!

The Commander's Corner

By Col. Jesse Muniz, CAWG Wing Commander

As we approach that time when our activities increase, we must also maintain a Safety focus that should not begin and end with just formal activity. It is essential that it be an integral part of all we do, in and out of Civil Air Patrol.

On going diligence to promote and foster a safe environment for our members and assets entrusted to us is one of our most important missions.

The emphasis on safety has always been a top priority for our California Wing and we appreciate all that you are doing to promote a safe environment

In this regard, we urge you to continue a multi-faceted Safety program with the emphasis on education and monitoring. Our goal is to educate our members on safety issues, safety awareness and the safety program itself. This can be accomplished through the following guidelines:

Conduct monthly and regularly scheduled safety meetings and briefings.

Maintenance of a bulletin board with a reading file and with safety related presentations, publications and schedule of events.

Publish Safety information, articles and presentations on unit web sites. This will not only provide an alternate method for squadron members to get information but will also be a resource for others in CAP.

Attend FAA sponsored safety seminars. We encourage members to participate in FAA sponsored safety seminar and we are also committed to the FAA Pilot Proficiency Award Program, "Wings." We recommend that you participate in the various phases of this important program.

Ensure that safety procedures are followed. A program of monitoring critical areas and safety reporting must be maintained and should also include:

Random checks in the area of flight operations, maintenance and facilities. Records of those checks will be maintained in the squadron files and copied to the Squadron Commander.

Safety improvement/hazard reports—Copies of the appropriate CAP & FAA safety and incident reporting forms should be made available to the squadrons. Regulations require that members be briefed annually on their proper use, location and purpose.

Be vigilant, be prepared, and be safe. **SAFETY is in OUR HANDS.**

True Safety vs. Regulatory Compliance

By Chief Master Sergeant Bob Rodeymeyer

Where should our focus be...true safety issues and a self promoting safety culture, or mostly ensuring regulatory compliance by the book? Are they the same thing? This is a frustrating question that safety professionals often wrestle with. After all, we've all heard the questions from supervisors and managers that start, "What do we have to do about..." And some variation of "Why do we have to do this?" coming from employees and staff.

An easy answer to both types of queries is "Because CAP Regulation ... says so." But is this easy answer the best answer?

My fear is that we use regulatory compliance as a lever or club so often it really becomes simply a crutch. In fact, I've heard safety professionals justify a lack of corrective action concerning an unsafe situation based on the fact that they could find no regulatory compliance backing for their position. This falls under the old question of are we always using the "Letter" of the regulation versus using "the Spirit" of the regulation, and what happened to good old common sense in the equation?. When you get down to it and stop to think before you act in any situation involving safety you will always choose the right action. Haste and failure to adhere to details most often leads to bad results and waste no matter how you look at it, this is the basis of most accidents once the true or root cause has been determine afterwards.

What has happened to clear thinking, professional judgment, common-sense approaches, and the wisdom of our collective experience? Are we on the path toward being mere keepers of books, reciting what is written and telling others when the printed work applies to them?

I truly hope not.

My belief is that the most basic expression of the purpose of safety is to ensure that each member and/or person in our area of influence goes home at the end of the activity or mission in the same condition as they arrived. It simply means we did not do anything to our people that will make them ill, and we did not injure or kill them.

Regulatory compliance is a very necessary baseline; it is the minimal acceptable level of safety as quite often determined by many years of accident experience. True safety and the proper safety culture in our everyday environment really begins where regulatory compliance ends. If we wish to succeed with true safety, we must become more active in focusing the attention of our target audience, CAP members, not just in the Corporate aviation community, but all Senior and Cadet Members of the California Wing, on the true goal of safety and how it can be achieved. If we simply aim for regulatory compliance, we may not reach true safety. If we aim for true safety, though compliance is almost automatic. Think of safety as a good and wholesome virus that needs to be spread throughout the entire organization and should receive regular and routine feedings.

Over-reliance on regulations also positions the safety professional in the minds of other members as an extension of the government enforcement agencies such as the Occupational Safety and Health Administration (OSHA) within the organization. While OSHA has a useful purpose it is not a mentoring or educational organization by nature. This over-reliance on regulations alone makes the Safety Officer by default a member of the safety police instead of a helpful member of the greater Civil Air Patrol Organization team. We as Safety Officers need to position ourselves as helping agents of change,

mentors and teachers of the safety culture, with confirming regulatory compliance only as one of our functions, but not the primary one.

Think about how you spend your time as a Safety Officer. Is most of your day spent quoting regulations and telling people what must be done? Or are you guiding your organization toward best practices, and safety culture achievement? If you are quoting regulations and not providing proactive mentoring and leadership, I believe it's time you consider a change. We need to enlist every member of CAP as a member of the Safety Team, with one for all and all for one.

A selfish reason to consider in this approach is self preservation. Just think, with information becoming more readily available every day from sources like CD-ROM and the Internet, it may not be long before the book-quoting safety professional is obsolete in many organizations. Our true value lies in finding effective solutions to true safety issues and building a self promoting safety culture that focuses on everyone making safety a part of everything they do, and not just another checklist item. We need to focus on how to get the job done in the most economical, expedient, and safest fashion possible.

What are you doing to provide true safety mentoring and leadership change versus being the safe ole' administrative interpreter of regulatory words?

Safety Websites to Check Out:

WWW.Faasafety.gov

There are lots of changes to the FAA safety Programs!! Stay informed!!